

\*\*\*\*\* TOP SECRET \*\*\*\*\* Approved For Release 2009/12/17 : CIA-RDP69B00041R000400050034-3 T \*\*\*\*\*

091 MISSION IDENT BX6709

092 -FLIGHT DATA FOR INS PACKAGE-

093	DESTINATION	INPUT
094	00	E026210Q4066L E127460Q4067L
095	01	E024190Q4166L E125580Q4167L
096	02	E022400Q4071L E124300Q4072L
097	03	E019150Q4171L E118490Q4172L
098	04	E013465Q4074L E106343Q4075L
099	05	E014402Q4174L E105126Q4175L
100	06	E021536Q4077L E105528Q4080L
101	07	E022379Q4177L E103504Q4100L
102	08	E017000Q4002L E099400Q4003L
103	09	E014150Q4102L E099400Q4103L
104	10	E017310Q4005L E109030Q4006L
105	11	E022580Q4105L E103580Q4106L
106	12	E017000Q4010L E099400Q4011L
107	13	E014150Q4110L E099400Q4111L
108	14	E017350Q4013L E107290Q4014L
109	15	E017100Q4113L E112390Q4114L
110	16	E019130Q4016L E120000Q4017L
111	17	E026220Q4116L E127480Q4117L
112	18	Q4021L Q4022L
113	19	Q4121L Q4122L
114	20	Q4024L Q4025L
115	21	Q4124L Q4125L
116	22	Q4027L Q4030L
117	23	Q4127L Q4130L
118	24	Q4032L Q4033L
119	25	Q4132L Q4133L
120	26	Q4035L Q4036L
121	27	E026220Q4135L E127480Q4136L
122	28	E025030Q4040L E121140Q4041L
123	29	E015160Q4140L E100180Q4141L
124	30	E015160Q4043L E100180Q4044L
125	31	Q4143L Q4144L
126	32	Q4046L Q4047L
127	33	Q4146L Q4147L
128	34	Q4051L Q4052L
129	35	Q4151L Q4152L
130	36	Q4054L Q4055L
131	37	Q4154L Q4155L
132	38	Q4057L Q4060L
133	39	Q4157L Q4160L
134	40	Q4062L Q4063L
135	41	Q4162L Q4163L

25 YEAR RE-REVIEW

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\*\*\*\*\* T O P S E C R E T \*\*\*\*\* Approved For Release 2009/12/17 : CIA-RDP69B00041R000400050034-3 T \*\*\*\*\*

		ARCP (COORD)	TRUE COURSE PRIOR AFTER	ARCT (ZULU)	ON-LOAD (POUNDS)	MOR TO CONTINUE	AT MISSED AR GRD DIST-	ALTERNATE/DESTINATION- AIR DIST- FUEL RMNG
082 083								
084 085	AR-RTE A	2419N 12558E	218 237	0321Z	33600	29271	396	398 33377
086 087	AR-RTE P	1700N 09940E	213 070	0501Z	61678	43810	2283	2236 11829
088 089	AR-RTE Q	1700N 09940E	213 066	0622Z	47926	36037	1418	1435 25368
090	RTE R						1834	1916 19389

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	RLSG	DTG	ACCUM DIST RTE-MISSION	SEG TIME	ACCUM TIME ROUTE MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
060	RLSG													
061														
062	QF01	165	1305 3923	02.2	0+59.8 3+22.1	0622.1Z	83994	28.3	10.4	75	288	-0.1	75	ARCP
063	QG01	125	1345 3963	05.1	1+04.9 3+27.2	0627.2Z	82824	27.1	9.3	74	290	-0.1	110	FUEL DECSN
064	XA01	29	1389 4008	05.7	0+05.7 3+32.9	0632.9Z	81538	25.8	8.0	72	290	-0.1	140	TO TA KHLI
065	XB01	0	1418 4037	03.4	0+09.1 3+36.3	0636.3Z	81068	25.4	7.5	71	291	-0.1	141	TA KHLI
066	QH01	494	1470 4088	16.0	1+20.9 3+43.2	0643.2Z	75074	19.4		69	292	-0.1	112	END AR
067	END AIR REFUEL	-	ONLOAD		47926 POUNDS.		123000	67.3	55.4					MOR TO CONTINUE 36.0 LBS.
068	RA01	167	327 4416	21.2	0+21.2 4+04.4	0704.4Z	100500	44.8	32.9	61	284	-0.0	218	ST CC
069	RB01	19	475 4563	05.2	0+26.4 4+09.6	0709.6Z	97401	41.7	29.8	57	282	-0.0	215	
070														
071	RB02	278	513 4601	01.3	0+27.8 4+10.9	0710.9Z	96513	40.8	28.9	57	282	-0.0	188	
072	RC01	16	774 4862	09.2	0+37.0 4+20.2	0720.2Z	91282	35.6	23.7	50	283	-0.0	188	
073														
074	RC02	420	806 4895	01.1	0+38.1 4+21.3	0721.3Z	90579	34.9	23.0	49	283	-0.0	210	
075	RD01	120	1106 5195	10.5	0+48.6 4+31.8	0731.8Z	85010	29.3	17.4	42	282	-0.0	209	
076	RD02	23	1204 5293	03.4	0+51.9 4+35.1	0735.1Z	83298	27.6	15.7	40	282	-0.0	208	
077														
078	RD03	586	1248 5337	01.5	0+53.4 4+36.6	0736.6Z	82442	26.7	14.9	39	282	-0.0	238	
079	RE01	286	1548 5637	10.3	1+03.8 4+46.9	0746.9Z	77452	21.8	9.9	34	281	0.1	237	
080	RE02	220	1614 5703	02.2	1+06.0 4+49.2	0749.2Z	76404	20.7	8.8	33	281	0.1	236	START DS
081	RF01	0	1834 5923	14.4	1+20.4 5+03.5	0803.5Z	75089	19.4	7.5	28	281	0.1	235	KADENA TACN

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	RLSG	DTG	ACCUM DIST RTE-MISSION	SEG TIME	ACCUM TIME ROUTE MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
033														
034														
035	PC04	387	1282 1566	05.8	0+49.9 1+25.7	0425.7Z	82693	27.0	22.7	80	54	-4.3	49	
036	PD01	87	1582 1866	10.1	1+00.1 1+35.8	0435.8Z	77767	22.1	17.7	85	81	-3.2	76	
037	PD02	61	1608 1893	00.9	1+00.9 1+36.7	0436.7Z	77341	21.6	17.3	85	86	-3.1	81	
038														
039														
040	PD03	352	1818 2102	06.9	1+07.8 1+43.6	0443.6Z	73723	18.0	13.7	84	96	2.8	239	
041	PE01	289	1880 2164	02.0	1+09.8 1+45.6	0445.6Z	72814	17.1	12.8	84	88	-3.1	231	
042	PF01	225	1944 2228	02.1	1+11.9 1+47.7	0447.7Z	71887	16.2	11.9	84	79	-3.3	225	START DS
043	PG01	20	2149 2434	11.3	1+23.2 1+59.0	0459.0Z	70742	15.0	10.7	84	52	-4.0	198	BOTTOM OUT
044	PH01	165	2169 2454	02.2	1+25.4 2+01.2	0501.2Z	70242	14.5	10.2	84	49	-4.1	196	ARCP
045	PI01	125	2209 2494	05.1	1+30.5 2+06.3	0506.3Z	69072	13.4	9.0	84	37	-4.3	217	FUEL DECSN
046	XA01	29	2254 2538	05.8	0+05.8 2+12.1	0512.1Z	67999	12.3	8.0	84	18	-4.6	228	TO TA KHLI
047	XB01	0	2283 2567	03.5	0+09.2 2+15.5	0515.5Z	67529	11.8	7.5	84	9	-4.8	219	TA KHLI
048	PJ01	577	2334 2619	16.0	1+46.5 2+22.3	0522.3Z	61322	5.6		83	359	-1.0	179	END AR
049	END AIR REFUEL	-	ONLOAD	61678	POUNDS.		123000	67.3	49.4		MOR	TO CONTINUE	43.8	LBS.
050	QA01	249	327 2946	21.3	0+21.3 2+43.6	0543.6Z	100500	44.8	26.9	79	298	-0.2	228	START CC
051	QB01	119	457 3076	04.6	0+25.9 2+48.1	0548.1Z	97758	42.1	24.2	76	290	-0.1	219	
052														
053	QB02	316	615 3234	05.2	0+31.0 2+53.3	0553.3Z	94308	38.6	20.7	75	281	-0.0	322	
054	QC01	116	815 3434	06.6	0+37.6 2+59.9	0559.9Z	90641	34.9	17.1	76	271	0.1	312	
055	QC02	103	828 3446	00.4	0+38.0 3+00.3	0600.3Z	90421	34.7	16.9	76	271	0.1	313	
056														
057	QC03	330	975 3593	04.8	0+42.8 3+05.1	0605.1Z	87434	31.7	13.9	77	271	0.1	57	
058	QD01	225	1079 3698	03.4	0+46.3 3+08.5	0608.5Z	85639	29.9	12.1	77	277	-0.0	63	START DS
059	QE01	20	1285 3903	11.3	0+57.6 3+19.9	0619.9Z	84494	28.8	10.9	76	288	-0.1	74	BOTTOM OUT

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001  
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DTG 156

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013 014	RLSG	DTG	ACCUM RTE-MISSION	DIST	SEG TIME	ACCUM ROUTE	TIME MISSION	ETA	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	PB	COMMENT
015	AA01	66	90	90	12.4	0+12.4	0+12.4	0312.4Z	98200	42.5	16.6	84	129	2.0	270	LEVEL
016	AB01	128	156	156	08.2	0+20.6	0+20.6	0320.6Z	96070	40.4	14.5	85	130	2.1	272	ARCP
017	AC01	87	197	197	04.8	0+25.4	0+25.4	0325.4Z	94900	39.2	13.3	86	131	2.1	275	FUEL DECSN
018	XA01	29	367	367	20.9	0+20.9	0+46.3	0346.3Z	89547	33.8	8.0	84	218	0.7	180	TO KADENA
019	XB01	0	396	396	03.2	0+24.2	0+49.6	0349.6Z	89077	33.4	7.5	83	222	0.6	183	KADENA TACN
020	YA01	29	416	416	24.9	0+24.9	0+50.3	0350.3Z	88560	32.9		86	169	1.5	241	TO TAO YUAN
021	YB01	0	445	445	03.1	0+28.0	0+53.4	0353.4Z	88090	32.4		86	173	1.4	246	TAO YUAN
022	AD01	379	284	284	10.4	0+35.8	0+35.8	0335.8Z	89400	33.7		88	133	2.2	272	END AR
023	END AIR REFUEL - ONLOAD 33600 POUNDS.								123000	67.3	63.0	MOR TO CONTINUE				29.3 LBS.
024	PA01	52	327	612	18.6	0+18.6	0+54.4	0354.4Z	100500	44.8	40.5	88	52	-3.8	175	START CC
025	PB01	7	372	656	01.5	0+20.1	0+55.9	0355.9Z	99605	43.9	39.6	87	50	-3.8	174	
026																
027	PB02	770	387	671	00.5	0+20.6	0+56.4	0356.4Z	99279	43.6	39.3	87	48	-3.9	161	
028	PC01	470	687	971	09.8	0+30.4	1+06.2	0406.2Z	93574	37.9	33.5	84	47	-4.1	161	
029	PC02	170	987	1271	09.7	0+40.2	1+15.9	0415.9Z	88214	32.5	28.2	81	47	-4.4	162	
030	PC03	48	1109	1393	03.9	0+44.1	1+19.9	0419.9Z	86123	30.4	26.1	80	46	-4.5	162	
031																
032																

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060 061	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
062	QF01	1700.0N	09940.0E	CH	213	112/037	-04	209	-00	209	-29	300/318	0.88	-0	330	535	541	20
063	QG01	1620.0N	09940.0E	AR	180	112/037	-04	176	-00	176	-30	300/318	0.80	-0	296	485	470	40
064	XA01	1541.2N	10003.1E	CC	150	106/044	-04	146	-00	146	-38	357/378	0.85	60	294	507	475	45
065	XB01	1516.0N	10018.0E	DS	150	112/035	-02	148	-00	148	-25	200/211	0.88	-0	343	539	511	29
066	QH01	1415.0N	09940.0E	AR	180	112/037	-04	176	-00	176	-30	300/318	0.80	-0	296	485	470	125
067																		
068	RA01	1629.4N	10448.9E	CL	066	091/081	+02	068	-00	068	-78	753/761	1.84	-0	367	1000	924	327
069	RB01	1727.5N	10710.4E	CC	067	093/074	+01	068	-00	068	-55	760/768	3.10	60	376	1781	1708	148
070	INS TURN POINT 1735.0N 10729.0E ROLL IN 19.3 NM PRIOR																	
071	RB02	1733.6N	10749.2E	CC	094	093/075	+00	094	-00	094	-55	762/770	3.10	60	372	1782	1701	38
072	RC01	1711.6N	11222.0E	CC	095	091/077	+00	095	-01	094	-54	774/782	3.10	60	366	1784	1700	261
073	INS TURN POINT 1710.0N 11239.0E ROLL IN 16.3 NM PRIOR																	
074	RC02	1714.9N	11255.4E	CC	073	083/050	+00	073	-01	072	-57	775/780	3.10	60	359	1774	1718	32
075	RD01	1840.8N	11757.4E	CC	073	068/060	+00	073	-00	073	-53	789/795	3.10	60	355	1787	1721	300
076	RD02	1907.1N	11937.0E	CC	074	039/035	-01	073	-00	073	-54	793/799	3.10	60	347	1786	1750	98
077	INS TURN POINT 1913.0N 12000.0E ROLL IN 22.5 NM PRIOR																	
078	RD03	1929.3N	12016.6E	CC	044	039/035	+00	044	-00	044	-54	795/801	3.10	60	345	1786	1744	44
079	RE01	2303.3N	12402.0E	CC	044	039/036	+00	044	-00	044	-53	809/816	3.10	60	338	1788	1745	300
080	RE02	2349.6N	12453.0E	CC	045	078/035	+01	046	+01	047	-52	812/819	3.10	60	332	1793	1757	66
081	RF01	2622.0N	12748.0E	DS	046	053/037	+00	046	+02	048	-76	200/212	1.76	-0	370	960	920	220

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		END	SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END ALT	MACH	PC	KEAS	TAS	GND	GND
	RLS6	LAT	LONG			DIR/VEL	COR				TEMP	PRS/TRU		AB			SPD	DST
033	034																	
035	PC04	1527.9N	10516.9E	CC	005	093/078	+03 008	-01 007	-53		795/803	3.10	60	348	1790	1780	173	
036	PD01	2026.5N	10544.5E	CC	005	093/079	+03 008	-00 008	-52		808/816	3.10	60	340	1792	1782	300	
037	PD02	2053.0N	10547.0E	CC	005	093/080	+03 008	-00 008	-52		809/817	3.10	60	334	1793	1784	27	
038	INS TURN POINT 2153.6N 10552.8E ROLL IN 60.9 NM PRIOR																	
039	INS TURN POINT 2237.9N 10350.4E ROLL IN 60.9 NM PRIOR																	
040	PD03	2149.6N	10310.4E	CC	217	093/080	-02 215	-00 215	-52		819/827	3.10	60	330	1793	1832	209	
041	PE01	2100.0N	10230.0E	CC	217	093/081	-02 215	-00 215	-51		822/830	3.10	60	325	1796	1834	62	
042	PF01	2007.1N	10151.6E	CC	214	084/079	-02 212	-00 212	-52		825/833	3.10	60	322	1793	1838	64	
043	P601	1716.7N	09951.5E	DS	214	091/078	-03 211	-00 211	-75		290/307	1.92	-0	358	1051	1091	205	
044	PH01	1700.0N	09940.0E	CH	213	112/037	-04 209	-00 209	-29		300/318	0.88	-0	330	535	541	20	
045	PI01	1620.0N	09940.0E	AR	180	112/037	-04 176	-00 176	-30		300/318	0.80	-0	296	485	470	40	
046	XA01	1541.2N	10003.1E	CC	150	106/049	-04 146	-00 146	-43		396/418	0.85	60	280	502	466	45	
047	XB01	1516.0N	10018.0E	DS	150	112/037	-03 147	-00 147	-30		200/211	0.88	-0	328	534	504	29	
048	PJ01	1415.0N	09940.0E	AR	180	112/037	-04 176	-00 176	-30		300/318	0.80	-0	296	485	470	125	
049																		
050	QA01	1609.2N	10457.2E	CL	070	091/081	+02 072	-00 072	-78		753/761	1.84	-0	367	1000	922	327	
051	QB01	1652.5N	10705.1E	CC	071	093/074	+01 072	-01 071	-55		759/767	3.10	60	377	1782	1706	130	
052	INS TURN POINT 1731.0N 10903.0E ROLL IN 119.1 NM PRIOR																	
053	QB02	1901.5N	10741.5E	CC	319	093/075	+02 321	-00 321	-54		767/775	3.10	60	371	1783	1829	157	
054	QC01	2132.0N	10521.2E	CC	319	093/076	+02 321	-00 321	-54		775/783	3.10	60	364	1785	1832	200	
055	QC02	2141.4N	10512.2E	CC	318	093/077	+02 320	-00 320	-54		776/784	3.10	60	360	1787	1837	13	
056	INS TURN POINT 2258.0N 10358.0E ROLL IN 102.9 NM PRIOR																	
057	QC03	2133.4N	10254.8E	CC	214	093/077	-02 212	-00 212	-54		783/791	3.10	60	357	1787	1821	147	
058	QD01	2007.0N	10151.7E	CC	214	084/076	-02 212	-00 212	-54		787/795	3.10	60	352	1784	1826	105	
059	QE01	1716.7N	09951.5E	DS	214	091/081	-04 210	-00 210	-77		290/307	1.92	-0	372	1045	1086	205	

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001 MISSION IDENT BX6709  
 002 COMPUTER RUN IDENT  
 003 COMPUTER RUN DATE 18 JUL 67  
 004 TAKE-OFF DATE 19 JUL 67  
 005 MSN/RTE START TIME 3 HR 0 MIN ZULU  
 006 TURN RADIUS DATA 30.0 DEGREES BANK  
 007 TAKE-OFF WEIGHT 105700 LBS  
 008 DEPARTURE PT 2621N 12746E

009 BS MODIFIED ROUTE NINE  
 010 THIS IS A BX 6709 MSG. WX UPDATE FOR INFO ONLY.  
 011 FLIGHT PLAN FOR BACKUP AIRCRAFT  
 012 THIS ROUTE USES SURE HIT AND STEEL BRIDGE ONE AP APFAS

013	RLSG	END	SEGMENT	FC	TC	WIND	DFT	TH	VAR	MH	AIR	END ALT	MACH	PC	KEAS	TAS	GND	GND
014		LAT	LONG			DIR/VEL	COR				TEMP	PRS/TRU		AB			SPD	DST
015	AA01	2510.9N	12643.4E	CL	219	031/014	+00	219	+02	221	+04	300/320	0.65	-0	342	422	436	90
016	AB01	2419.0N	12558.0E	CR	218	057/020	-01	217	+02	219	-29	300/320	0.77	0	286	468	487	66
017	AC01	2346.0N	12532.0E	AR	216	057/020	-01	215	+02	217	-29	300/320	0.80	-0	297	486	505	41
018	XA01	2559.4N	12727.8E	CC	038	057/025	+01	039	+02	041	-34	337/360	0.85	60	302	511	487	170
019	XB01	2622.0N	12748.0E	DS	039	345/006	-01	038	+02	040	-22	200/212	0.88	-0	352	542	538	29
020	YA01	2454.4N	12144.5E	CC	288	058/025	+02	290	+01	291	-35	339/362	0.85	60	301	511	527	218
021	YB01	2503.0N	12114.0E	DS	287	089/026	+01	288	+01	289	-22	200/213	0.88	-0	351	542	567	29
022	AD01	2240.0N	12430.0E	AR	221	057/020	-01	220	+01	221	-29	300/320	0.80	-0	297	486	505	87
023																		
024	PA01	1943.7N	11934.8E	CL	237	089/067	-02	235	-00	235	-79	753/759	1.84	-0	366	997	1053	327
025	PB01	1919.1N	11855.5E	CC	236	039/036	+00	236	-00	236	-56	755/761	3.10	60	377	1776	1804	44
026	INS TURN POINT 1915.0N 11849.0E ROLL IN 7.4 NM PRIOR																	
027	PB02	1912.0N	11841.5E	CC	247	039/036	+01	248	-00	248	-56	756/762	3.10	60	376	1776	1802	15
028	PC01	1710.2N	11353.2E	CC	246	068/058	+00	246	-00	246	-55	768/773	3.10	60	371	1782	1835	300
029	PC02	1501.7N	10911.3E	CC	245	091/078	-01	244	-01	243	-54	781/789	3.10	60	361	1787	1850	300
030	PC03	1407.9N	10718.5E	CC	244	091/079	-01	243	-01	242	-53	786/794	3.10	60	354	1789	1852	122
031	INS TURN POINT 1346.5N 10634.3E ROLL IN 47.9 NM PRIOR																	
032	INS TURN POINT 1440.2N 10512.6E ROLL IN 47.9 NM PRIOR																	

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